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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

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This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

1. Up to April 1954, the Csepel Automobile Factory (Csepel Autógyár) a component of the Rakosi Works in Budapest-Csepel manufactured about 300  $3\frac{1}{2}$ -ton trucks per month. A new type of truck, the 4.2 ton K-400, fitted with compressed air brakes, had been put into production. Because of this, the assembly rate of the other types of trucks had to be reduced. 25X1
2. The factory also manufactured engines for tractors, harvest combines and excavators. About 500 tractors with diesel engines were manufactured every month. These engines were exported direct to China and Bulgaria, and also to the Red Star Tractor Factory (Vörös Csillag Traktorgyár) in Budapest and to the EMAG factory in Budafok-Budapest.
3. Aggregators for excavators were also manufactured and were delivered to the Red Star Tractor Factory.
4. The works did not manufacture spare parts for MIG-15 aircraft. Orders from Tököl airfield were received rarely. 25X1
5.  $3\frac{1}{2}$ -ton Trucks.
  - a. The official name of these trucks is "Csepel", but popularly they are called "Csepel 350" (a corruption of "Csepel  $3\frac{1}{2}$  tons").
  - b. They are produced with both 4-cylinder gasoline engines and 4-cylinder diesel engines, the type designations being 350B and 350D respectively.
  - c. The quantity of each type produced is not known, production of both kinds totals 300-350 a month.
  - d. Both types have been supplied to the Hungarian Army but the diesel trucks are

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gradually being replaced by gasoline trucks because it is believed that the latter would give better service in a winter campaign.

- e. The decision to use the Steyr design rather than a Soviet one was taken with a view to a possible streamlining of production at Csepel and Steyr in the event of war, on the assumption that Austria would then be occupied and the Steyr Works consequently under Soviet control.
- f. Gasoline consumption is 18-20 l. per 100 km. Since army transports in the ballistics must have fuel tanks giving them a range of 300 km. and must carry additional fuel containers for another 300 km., it is estimated that the gasoline tank of the command car has a capacity of 60 l., the reserve 60 l. being carried in cans.
- g. The Csepel Motor Works supply the engines and other main components to the Ikarusz Body and Vehicle Works for the command cars produced by the latter.

#### 7. Rejects

The percentage of rejects for completed trucks is about 5%. However it is estimated that 50% of completed command cars are accepted although they have failed to pass the tests in brake horsepower, speed, load capacity or fuel and oil consumption.

#### 8. Production Figures

- a. Reports that the 10,000th truck produced by the Csepel Works was completed on 21 September 1952, the 14,000th on 13 June 1953, and the 15,000th in August 1953, are certainly not correct. There can be no doubt, that the 10,000th Csepel engine, not truck, was produced in May 1953 and not earlier. The achievement was widely publicized at that time, and if the event had really taken place in September 1952, the Government would not have waited until May 1953 to make propaganda value out of it.
- b. Of these 10,000 engines (gasoline and diesel), about 8,000 had been incorporated in completed trucks; 200-250 had been used in "Ingersoll-Rand" type compressors; and 1,750-1,800 had been used in tip trucks and busses.

#### 9. Forgings, Pressings and Foundry Products.

- a. The following components used by the works are supplied by outside factories, (but see para. 9c):

##### Component

Precision forgings, hot stamped

Non-precision forgings, e.g. casings for differentials, motor blocks, steel castings, parts of steering gear.

Wheels of trucks

##### Supplier

Rakosi Matyas Metallurgical Trust,  
Forging Factory.  
Győr Forging and Foundry Factory  
(Győri Kovácsoló és Öntőde Gyár), Győr.

Originally the wheels were supplied from Czechoslovakia. When this source failed sometime ago, improvised arrangements were made for wheels to be produced by the Borsodnádass Sheet Rolling Mills. It was planned to install a plant at Csepel, which may be operating by now.

- b. Bodies of the trucks and cars are produced by the body works of Csepel Automobile.

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- c. It was planned to concentrate production of all the above components at the works, by erecting a foundry as well as a forging shop. In September 1953 construction of the foundry had been started, but not of the forging shop. The latter was scheduled for completion by 1955.
- d. The planned productive capacity of the new foundry is 10,000 tons annually.
- e. It was also planned that eventually all components not produced at Csepel should be supplied to the works from producers in the Budapest area.
10. Production of Differentials.
- a. It is confirmed that differential production since 1952 has been only at the Csepel Works. Previously they were produced at the Győr Factory.
- b. Some components of the differentials, e.g. casings, may still be in production at the Győr Kovácsoló és Ontóde Gyár, (Forging and Foundry Factory), Győr.
- c. The plan was definitely to concentrate the production of complete differentials, including all components, at Csepel.

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